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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, MAY 17TH, 1911.

Our Peking Correspondent has telegraphed the news that the Imperial Postal administration in China is to be taken over by the Board of Posts and Communications on the 28th inst. That the announcement is received at Peking with grave misgiving for foreign residents is not surprising, for the condition of the telegraph service of China under purely Chinese control is an object lesson which it is impossible to ignore. Dr. Morrison has quite recently described it as the worst in the world. "There is no uniform rate, no secrecy, and the offices are overburdened with officials ignorant of telegraphy." It would be extremely deplorable if the very fine Postal Service inaugurated by Sir ROBERT HART should share this fate. Unhappily there is only too much reason for fear on this score. Apparently there is to be a foreign chief of the administration, but doubts seem to be entertained in Peking as to whether he will be given that independent control of the staff which alone can ensure the maintenance of the high state of efficiency which has won for the Imperial Chinese Postal Service while controlled by the Inspector-General of Customs a reputation of which all concerned in the administration may be justly proud. It is felt that in the present condition of China direct control by qualified foreigners is essential for a considerable time to come, but unless expenditure on the

development of the service is much restricted - which ought not to be contemplated - it is evident that there will be great temptation to do without a Foreign staff, which must necessarily be well paid. It has been stated by no less an authority than Mr. H. B. Moss that it is probable that a complete reorganization of Customs and Postal expenditure would add to the latter "some lakhs of taels a year," for the salaries of the Inspector-General, the Deputy Postal Secretary, the District Postmasters, *ex officio*, the District Accountants and many subordinate employees are not, at the present time, a charge on postal funds. Mr. Moss also states that the mass of printed forms required, about thirty millions in a year, are provided without special accounting; office accommodation is provided on Customs premises at many of the smaller ports; and steamer mail subsidies are paid from Customs funds. The Staff of the Imperial Post Office at the present time appears to consist of about 150 foreigners and between 6,000 and 7,000 Chinese, but the service is continually being extended in all directions, and a larger staff and larger means are required yearly. The present Chinese clerical staff consists of linguists and non-linguists. Chinese linguist clerks possess a practical knowledge of English and do duty at the head offices or act in charge of branch offices at places where foreign communities are found. Non-linguists are not required to know a foreign language and work at head offices under the linguists, or in charge of various establishments inland. Grades and rates of pay are fixed, and all employees advance by promotion. Chinese clerks are guaranteed, and the whole system, which, it is stated, in the main rests on honesty and efficiency, works satisfactorily, cases of loss, misbehaviour or peculation being of extremely rare occurrence. The part which competent and effective supervision at the head offices plays in all this is too obvious to need emphasis, and it is in the highest degree essential that this supervision should in no way be weakened. An imperial postal service in China is a vast undertaking, and we can quite understand that it is growing beyond the capacity of the Customs Service to control, and that the time has therefore arrived when a severance is necessary. It can only be hoped that the Yu-Chuan-pu, which was created in 1906 to take the supreme, though nominal, control of the Service, will see to it that the fine organization built up by Sir ROBERT HART and his coadjutors will be retained unimpaired by any false economies and will be further developed until the postal service extends to the remotest corners of the vast Empire and becomes in fact as well as in name imperial.

Two more cases of plague in the Colony were notified yesterday, bringing up the total to 31.

A Model Yacht Club has been formed at Shanghai with Mr. J. C. Macdonnell as commodore.

At the Magistracy yesterday Mr. Hazland imposed a fine of \$250 on a Chinese who was found selling opium.

For returning from banishment a Chinese was yesterday sentenced by Mr. Hazland to six months' imprisonment and four hours in the stocks.

The marriage of Miss Jacks and Captain C. H. Douglas St. Clair is announced to take place on Wednesday, June 7th, at St. John's Cathedral.

The man who was stabbed last week during a quarrel in a restaurant has since died in the hospital. His assailant, who is believed to be an ex-lunatic, has not been arrested yet.

A highway robbery on the Stanley Road was reported to the police on Monday. Two men are stated to have held up a villager at the top of the gap and robbed him of the few dollars of which he was possessed.

It is expected that the interport match at Shanghai will be started on Wednesday, the 31st inst., or Thursday, the 1st June, and it is probable that an interport tennis contest will also be arranged while the Hongkong men are in Shanghai.

Mr. M. S. Myers, American Vice-Consul-General at Tientsin, has been granted leave of absence and will take a trip out to West China. His office at Tientsin has been taken over by Mr. H. G. Baugh, who was recently transferred from Mukden, where he was Vice-Consul.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

Wilkinson & Grist ..... \$25  
Radocker & Co. .... 10  
Berlinger & Co. .... 5

The Municipal Police of Shanghai have just been enriched by the gift of a number of extra ponies who in the past have won many races for their owners and they will now end their days in peace in the police service. Um-pus was presented by Mr. Geo. Dallas, China by Mr. Ellis Kadoorie, Dinns Ken by Mr. J. A. Brand, and Heraldic, who has won many races in Tientsin, Shanghai, Hankow and Hongkong, by Mr. Reynell.

The house of Mr. O. H. Rathford at Shanghai has been burglariously entered and about \$400 worth of silver, including shooting and dining cups, was stolen.

A public subscription at Shanghai inaugurated by the *N. C. Daily News* for the benefit of the widow of M. Vallon, the unfortunate aviator who met his death there recently, amounted at date of latest mail news to nearly \$3,500.

The death is announced of Father Porrio, from typhus, while engaged in succouring the distressed in the Central China Famine district. This is the fifth case of typhus among the Catholic and Protestant missionaries who have been distributing relief, but fortunately all the others have survived.

The lecture which was announced last week to be given by Rev. W. H. Foster Pegg at the Chinese Y. M. C. A. on the subject "Nansen's Farthest North" was postponed to this week, Thursday, 18th May, at 8 p.m. This is one of the regular lectures which is given in the hall of the above institution each Thursday evening. Next week Dr. J. C. McCracken, of the University Medical School in Canton, will lecture on the "University of Pennsylvania." Both of these lectures will be illustrated by the use of lantern slides.

The Governor of British North Borneo and Mrs. Guertiz, who are now at Home, recently met with what might have been a most serious accident. Travelling rapidly down the Strand in a taxi, the traffic was suddenly checked by a policeman. A motor bus, just behind the taxi, failed to answer to the brakes, and the taxi was sandwiched between the bus and a larger van in front. His Excellency and Mrs. Guertiz were both severely shaken, though fortunately escaped without injury. The taxi was wrecked.

The death is announced, on April 29, in London, of Mrs. Lewis (Sarah) Moore, wife of the late Mr. Lewis Moore, of Shanghai, after a long illness. Mrs. Moore was an old resident, and one of the best known of the International Settlement, where she had a large circle of friends. Her husband, the late Lewis Moore, was the founder of the firm which still exists in Shanghai. Mr. Moore held a leading position among Freemasons, and was at one time head of the Shanghai Fire Brigade, besides taking a leading part in other public institutions. It is now some years since Mrs. Moore retired to England to devote herself to her daughter's education, and her death will be much regretted by friends, both at Home and in the Far East.

## THE EARTHQUAKE.

## NEWS FROM CANTON AND MACAO.

Our Canton Correspondent writes:—"This morning (15th inst.) about 12.45 a.m. a distinct earthquake shock was felt all over Canton. There was a severe tremor, but not sufficiently strong to do any damage. The shock only lasted a few seconds, but many of the natives were severely startled by it. Earthquakes are said to be of very rare occurrence here, and it is thought that the shock indicates that there was a severe earthquake either in Japan or Java."

Our Macao Correspondent writes: "A rather strong earthquake shock was experienced here at 12.45, but no damage was done. The Government in 1906 purchased a seismograph, but I understand it still remains in the packing case, as nobody has been found competent to set it up. Now that the Government is desirous of creating a Public Improvements Fund, may I suggest that this instrument be sold and the proceeds devoted to the aforesaid fund?"

Swatow also felt the shock.

## MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, May 15th.

It is announced that the Census returns taken last year are in course of publication, but the reports are said to be unreliable, and it is doubtful if the exact number of the population can be stated. It looks as if we shall have to adhere to the census of 1896. It is a crying shame that the Government having spent a considerable amount of money on the work (\$7,000), should have nothing to show for it. Somebody is to blame.

**ABORTIVE PETITIONS.**  
Some three months ago the principal owners of property in the City petitioned the Government against the colour-washing regulation, but it seems that no attention has been paid to this. It is stated that a second petition is being prepared to be sent direct to the Home Government under the care of Dr. Mansilla, ex-Colonial Secretary. It is hoped that this gentleman will do something in the interests of the Colony in Lisbon.

## LOCAL SPORT.

The tennis team of the Chinese Y.M.C.A. will play Queen's College team on their own grounds at Causeway Bay on Wednesday afternoon at 4.30 o'clock. This is one of the fixtures in the Hongkong Tennis League.

## K.C.C. TENNIS TOURNAMENT.

**FURTHER RESULTS.**  
"B" class Singles, Second Round.—Kynock (res. 3/6) beat Boorman (res.) 6/4, 3/6, 6/4.  
Choo (res. 15/1) beat Brett (res. 15/1) 6/3, 6/1.

## "THE FOLLIES."

Mr. Henry Dallas' Company returned from the North by the P. & O. steamer *Scyllia* yesterday. The Company give their first return performance at the Theatre this evening.

## TELEGRAMS.

[Protected by the Telegraph M. & G. Copyright Ordinances, 1894.]

[BRUTEN'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## STANDARD OIL CO. AND ANTI-TRUST LAW.

THE TRUST ORDERED TO BE DISSOLVED.

LONDON, May 16th.

The Supreme Court of the United States at Washington has confirmed a decision of the Lower Court in the Standard Oil case, holding that the Company has violated two sections of the Anti-Trust law, and orders the Trust to be dissolved within six months.

## HISPANO-JAPANESE TREATY.

LONDON, May 16th.

The Spanish Foreign Minister and the Japanese Minister at Madrid have signed a Treaty of commerce and friendship.

## THE VETO BILL.

LONDON, May 16th.

The House of Commons has passed the third reading of the Veto Bill by 362 votes to 241.

## BRITISH BUDGET ANTICIPATIONS.

LONDON, May 16th.

Seldom has there been such a difference shown in the City on the eve of the Budget as at present, and it is confidently expected that there will be few changes, though the removal of the protective duty on cocoa is considered certain.

## THE KAISER IN LONDON.

LONDON, May 16th.

The Kaiser and Kaiserin, accompanied by their daughter, arrived in London yesterday and were welcomed by King George, Queen Mary, and other Royal personages. Subsequently they drove to Buckingham Palace. The royal visitors were greeted by large crowds who cheered loudly en route.

[FROM THE "N. C. DAILY NEWS."]

## THE OPIUM AGREEMENT.

"THE TIMES" COMMENT.

LONDON, May 16th.

In a leading article *The Times* says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.

[FROM THE "CARLENEWS-AMERICAN."]

## THE SITUATION IN MEXICO.

Washington, May 12th.

Reports from Mexico indicate that the rebels are gaining daily in strength. Francisco Madero, leader of the revolt, is now in Juarez, personally organizing a government.

At the same time he is reorganizing his military forces and preparing for an expedition against the city of Mexico. Supplies are now being brought into Juarez for the provisioning and equipping of the rebel forces. No opposition to this is being offered in view of the fact that the army of the insurrection is the de facto government of Juarez and its civilian population.

Ambassador Wilson has summoned the other foreign diplomats in Mexico and plans for the defence of the foreign legations and lives and property in the Mexican Capital have been formed. These have been submitted to the Mexican Minister of Foreign Affairs, Senor de la Barra, and have been approved by him.

## NORTH BORNEO AND THE CORONATION.

The proposal to establish a North Borneo Cot in some London Hospital as a memorial to the late King has fallen through, from lack of support, says the *B. N. B. Herald*, a sum of \$3,365 only having been collected or promised. It is now proposed to offer the return of sums already paid. Some of the suggestions now made are:—A museum at Sandakan, botanical or public gardens at Sandakan, public reading rooms at Sandakan and Jesselton, a sanatorium or Hill Station, drinking fountains, and improvements to recreation grounds in Sandakan and Jesselton.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 14th.

## DYNAMITE IN A COFFIN.

Yesterday a big find of dynamite was made under the most remarkable circumstances. Some days ago a man hired a house in San Kwal Street in the old City and brought a family there. The day before yesterday bitter cries were heard coming from the house, and it was said that one of the inmates had suddenly died. Before long a coffin was delivered at the door, but it was noticed that, contrary to custom, the undertaker went away at once. The suspicions of the neighbours were aroused and the matter secretly reported to the police. Yesterday a number of police went to the house to search it, but having found nothing they turned their attention to the coffin, which when opened was found to contain not a body but a large number of dynamite bombs. The whole household was at once placed under arrest and the premises sealed up. The amount of ammunition and arms lately seized by the Government has been very great and of the value of several thousands of taels. Every day the authorities are becoming more cognizant of the fact that the rebels must be backed by plenty of money, for all the arms are expensive modern weapons. The informer who gave information regarding the arms seized yesterday in Honam has been rewarded with a sum equal to half the value of the weapon discovered.

## RIOT AT A THEATRE.

There was a serious disturbance outside the Sai Kwan Theatre last night. A man had a quarrel with a gate-keeper regarding the price of a ticket, and an off-duty policeman arrested them both. This caused the bystanders to become excited, and they made a rush on the policeman. In the scuffle the gate-keeper was wounded on the head, and one of the crowd was stabbed in the back with a knife. The police were quite unable to stop the row, and then the crowd began to pelt the theatre with stones, breaking many windows and lamps. By this time a member of the Self-Government Society had arrived on the scene, and began to make a speech, asking the people to desist from their riotous conduct. It was of no avail, however, and it was not till a force of soldiers had arrived and cleared the street that order was restored. At 10.30 p.m. the audience, which all this time had been in a state of terror, was escorted out of the building.

## COLLAPSE OF A HOUSE.

Near the North Gate there is a bridge known as Chong Yuen K'in, and it was near this structure that a fierce fight took place with the rebels and after the trouble several persons were executed there. A may be imagined, all these occurrences have filled the neighbourhood with fear and the people are too terrified to come out after dark for fear of meeting with the "Kwais," or spirits of the departed. Last night at about the 4th watch a house at the north end of the bridge collapsed with a great noise, and the neighbourhood was thoroughly alarmed. Even when daylight came the people refused to open their doors, and it was not until a strong body of police arrived on the scene that anyone ventured out.

## SUICIDE.

Yesterday a young man aged 20 living in Sin Yuong Street committed suicide by hanging himself from a beam. Some time ago this young fellow got off his quene, and because of this someone denounced him to the authorities as a rebel. Although there is reason to believe that he was entirely innocent the young fellow preferred to die rather than submit to interrogation.

## PROTECTING THE MANCHURIAN SETTLEMENT.

Hitherto many of the streets in the Eight Banner Settlement have been without gates, while even those gates that exist are old and rotten and useless for purposes of defence. Orders have now been given that strong iron gates are to be placed at the entrance to every street in the Settlement. To still further protect the Manchus, machine guns have been posted at certain commanding points and the guards in the Settlement have been augmented. Of all people in Canton the Manchus have most to fear in case of a rebellion, for it is more than probable should the rebels get the upper hand the Eight Banner Settlement would be the scene of a massacre.

## TO INCREASE THE TROOPS.

In spite of the arrival of four regiments from Kwong Sai the Peking Government considers that Canton is still insufficiently garrisoned. Orders have been given to the Viceroy of the Hupeh Province to send a detachment of men to this city and a large amount of ammunition is to be sent with them.

## FURTHER ALARMS.

I have just heard from a man who has just come in from the City that the revolutionists have posted notices on the city gates warning people to take their women and children away without delay as a great rising will take place during the present night. The same man tells me that some of the Government Schools have closed again to-day for the safety of the pupils. It is doubtful, however, if the rebels will rise, as the authorities have in no wise relaxed their vigilance and all things are ready to suppress any further rising. Of course, the success of the Government depends entirely on the loyalty of the troops, and from what I gather from various sources this is not to be too greatly depended on.

Canton, May 15th.

## DR. SUN YAT SEN.

It is reported here that the revolutionists have had word that Dr. Sun Yat Sen left Sumatra, en route for China, where he intends to personally lead the rebels in an attack on the Government.

I do not know how much truth there may be in this statement, but if he were to land here it is highly probable that his presence would be the signal for a much more serious revolt than that which has just been suppressed.

## DISCREDITING A RUMOUR.

I have reported on former occasions the excitement that has been caused here by the rumour that China was to be divided up among certain Foreign Powers. The Viceroy has just received a telegram from Peking to the effect that such a rumour is entirely false and has in all probability been invented by the revolutionists for their own purposes. H. E. has been commanded to convey this news to the people without delay in order that all excitement on this account may be allayed. The Viceroy has ordered the Taoist of Constabulary to report the same to the Canton Press Association in order that full publicity may be given of the fact that no partition of China is intended. Even when the people see this in print it is doubtful if it will be believed, for the inhabitants of this City seem never to be happy unless they are "up against" the foreigner for some "aggression" real or imagined.

## THE YUET HON RAILWAY.

The vexed subject of this railway is again occupying the attention of the Government. The authorities in Peking have stated that the present management of the concern is very bad and should be taken out of the hands of the merchants, who at present control it, and be placed under the Imperial Government. It is said that the following three points have been agreed upon: (1) The Board of Communications will buy back all the shares in the railway which are at present held by merchants and others of the general public; (2) Merchants will be allowed to build branch lines to act as feeders to the main line; (3) A large portion of the profits of the line after it has been taken over by the Government is to be used in the opening up of mines in various places through which the line passes. Viceroy Chang has been told to appoint a special deputy to examine into the financial position of the railway and to report as soon as possible. Public opinion here seems to be against the scheme, as the people think the Board will have recourse to a foreign loan to redeem the line from the merchants.

## CORONATION CELEBRATION FUND.

## ADDITIONAL SUBSCRIPTIONS.

Dr. J. W. Noble	.....	\$250
Netherlands Trading Society	.....	250
Russo-Asiatic Bank	.....	250
Whiteway, Laidlaw & Co	.....	25
W. S. Brown	.....	10
J. Hooper	.....	5
C. H. W. Key	.....	5
T. W. Robertson	.....	5
P. B. Wolff	.....	5
E. S. Ford	.....	5
J. Hyde	.....	5
E. Pakham	.....	5
E. H. Neave	.....	5
A. H. Haron	.....	5
E. Unsworth	.....	3
S. R. Lamall	.....	3
S. Juman	.....	3
S. H. Supher	.....	3
O. S. Mooney	.....	3
C. F. Li	.....	3
Leung Kam Lun	.....	3
Jumai Khan	.....	2
Lau Yung Fok	.....	2
C. H. Tsan	.....	2
Fung Chow Ling	.....	1

Also a cheque for \$15,000 has been received from Mr. Chan Kai Ming on behalf of the Chinese Community, a list of whose names will be published at a later date.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting is called for Thursday.

Hon. Mr. C. M. Edie will ask the question of which he gave notice at the last meeting relating to the Military Contribution.

The orders of the day are:—

First reading of a Bill entitled An Ordinance to amend the Foreign Offenders Detention Ordinance, 1872.

Second reading of the Bill entitled, An Ordinance to authorise the publication of a Newly Revised Edition of the Revised Edition of the Statute Laws of the Colony prepared in virtue of Ordinance No. 12 of 1900.

Second reading of the Bill entitled, An Ordinance to amend the Law with respect to Persons carrying on business as Money-lenders.

Second reading of the Bill entitled, An Ordinance to amend the University Ordinance, 1911.

Second reading of the Bill entitled, An Ordinance to amend the Sale of Food and Drugs Ordinance, 1896.

Third reading of the Bill entitled, An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Second reading of the Bill entitled, An Ordinance to amend the Tramway Ordinance, 1902.

\* Will not be proceeded with at this meeting.

## THE WRECK OF THE "ASIA."

The wreck of the steamer *Asia* as it lies on Plover Rock is to be sold by public auction. An announcement to this effect appears on page 4.

The tugboat which has been standing by since shortly after the wreck is due at Shanghai in a few days, says the *Shanghai Times* of the 10th inst., and the wreck will be guarded from further pillage by two or three war junks.

The auction will be held by Messrs. Hopkins, Dunn & Co. at their office, on Tuesday, May 23. None of the loot taken by the fishermen from the steamer has yet been recovered, the officers of the Chinese gunboat despatched to go in a search without special permits from the Taoist and soldiers. As soldiers are on the war junk the authorities may be induced to use them, but it is quite probable that the thieves have taken good care to get their plunder out of reach by this time.



# SUPREME COURT.

Tuesday, May 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FERGUSON  
(CHIEF JUSTICE).

## INTERESTING SHIPPING CASE.

In the matter of an arbitration between the Java China Japan Lijn and Olof Wijk & Co. China Agencies, Ltd., a special case was submitted for the opinion of the Court. The arbitrators, Messrs. R. Shewan and D. W. Craddock, with Mr. G. H. Medhurst as umpire, made certain findings of fact. The case to be argued was upon questions of law arising out of the charter party.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott Harston, appeared for the Java China Japan Lijn and Mr. Eldon Potter, instructed by Mr. G. A. Hastings, appeared for Messrs. Olof Wijk & Co. China Agencies, Ltd.

Mr. Pollock submitted shortly his right to begin. His clients chartered a steamer called the *Victoria* from Olof Wijk & Co. The particular charter with which his Lordship was concerned was a time-charter running for a period of one year from October 1st last year. Before the charter had proceeded as much as half its course his clients claimed to be entitled for certain reasons to cancel the charter and to recover certain damages by reason of the ship chartered not being a first class risk in local insurance offices. The matter was referred to arbitrators—under an arbitration clause, and Mr. Slade first appeared for the Java China Japan Lijn. It appeared to have been settled by the arbitrators that Mr. Slade was right in beginning before them, and Mr. Pollock submitted that if that position was correct then it was equally correct now.

His Lordship—What is the general principle of beginning arbitrations?

Mr. Pollock—I take it that the general principle is the same as it would be in Court.

His Lordship—You claim to cancel the charter, but you would not be plaintiff in an action.

Mr. Pollock—We not only cancelled the charter, but we also claimed damages in respect of our having had to pay extra premiums.

His Lordship—You would have been plaintiff in the action?

Mr. Pollock—Yes. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first class risk, and it would also involve our right to cancel the charter party.

Mr. Potter thought the position would be as his Lordship had put it. If there was no arbitration the position would have been that his friend's clients would have cancelled the charter party, he would have brought an action for damages, and the other side would have counterclaimed for breach of charter conditions. A special case had been drafted on his clients' application, and the only point was as to whether he was entitled to begin.

His Lordship—Are the findings of fact in your favour, or in favour of the other side?

Mr. Potter—We say they are in our favour, but I think the majority of the facts have been agreed.

His Lordship—I think we had better follow what was done before.

Mr. Pollock then proceeded to read the special case, which showed that the following questions of fact had been submitted to the arbitrators, and their replies are appended:

(1) Was the steamship *Victoria* insurable as a first class risk in local insurance offices?—No.

(2) Prior to October 1st, 1910, did Mr. Bisschop discuss with Mr. Nilsson the possibility of difficulties arising as to insurance of cargo owing to the age of the *Victoria*?—Yes.

(3) At the time he signed the charter party was Mr. Bisschop aware that the local insurance offices would not accept the *Victoria* as a first class risk?—No.

(4) At the time he signed the said charter did Mr. Bisschop believe that the local insurance offices would probably not accept the *Victoria* as a first class risk?—No.

Upon these findings of fact by the arbitrators, the Java China Japan Lijn asked them to submit the following questions for the opinion of the Court:—

(1) Were Olof Wijk & Co. precluded by law or by the rules of evidence from putting questions 2, 3 and 4 to the arbitrators?

(2) Was the *Victoria* insurable as a first class risk in local insurance offices as stipulated for by the time-charter?

(3) If the answer to the second question is in the negative, did the fact that the *Victoria* was not a first class risk entitle the Java China Japan Lijn to (a) cancel the time-charter; (b) recover damages in respect of such breach of condition or warranty?

(4) Are the Java China Japan Lijn entitled as an item of such damages as aforesaid to recover from Olof Wijk & Co. the premium amounting to \$31.90 guinea, \$770, which the agents of the former paid for extra premium under the time-charter, of January 19, 1911, on account of the *Victoria* not being a first class risk?

Messrs. Olof Wijk & Co. asked the arbitrators to submit the following questions for the opinion of the Court:

(1) Have the charterers terminated the said charter party on the ground that the *Victoria* is not insurable as a first class risk in the local insurance offices?

(2) If they have, were the charterers entitled to terminate it, in view of the facts agreed and found by the arbitrators, on the ground that the steamer is not insurable as a first class risk?

(3) If they have not terminated the said charter party, are the charterers entitled to terminate it on the ground that the steamer is not insurable as a first class risk in view of the facts agreed and found by the arbitrators?

(4) Have the charterers expressly or impliedly waived the condition that the *Victoria* should be insurable as a first class risk in the local insurance offices?

(5) If the charterers have terminated the signed charter party, and were not entitled so to do, what damages are the owners entitled to recover from the charterers?

Mr. Pollock said his Lordship had before him the findings of the arbitrators that the *Victoria* was not a first class risk in local insurance offices. If he would refer to the charter party his Lordship would see the importance of these words, and the language used in reference to her being insurable. This time-charter contemplated a succession of voyages to be undertaken during the charter party, and after stating that the ship should be insurable as a first class risk, there was a warranty that she should be maintained by her owners during the continuance of this charter. Therefore the warranty was not limited to the commencement of the charter, or to the commencement of the first voyage undertaken under the charter, but it extended to every lawful voyage taken subsequently under the charter. If the ship was not a first class risk some very serious consequences would follow. In the first place, it would be difficult for the charterer to get shippers to ship cargo by his ship if they found on application to the insurance companies that they had to pay extra premium by that ship. Persons who chartered ships did so often with the idea that if freight rose they in their turn might re-charter them at a profit. On the continuing warranty that the ship should be a first class risk, they were entitled to say that they would not go on continuing difficulties for themselves when she was not. They were not bound to continue loading a ship for successive voyages if they could satisfy the Court that the continuing undertaking by the owners had been broken.

Mr. Potter said Mr. Pollock's case apparently was that the charterers were entitled at any time to give up the boat they had charge of should they choose to do so at the end of five months.

His Lordship—No, that is not his case. It is that on the knowledge of the fact that the vessel was not insurable he was entitled to give up the boat.

Mr. Potter said his friend's position appeared to be that after using the boat for five months the charterers, becoming aware that she was not insurable as a first class risk, were entitled to terminate the charter. He hoped to show his Lordship that that was an impossible position in law. The charterers having used the vessel for five months were precluded from treating this condition as a condition precedent. The law was clear that they must complete their contract, and their remedy was to sue for damages, if they had suffered any, at the end of the contract. In this case the charterers had, from a time subsequent to October 1st and prior to the 19th, known that the *Victoria* was not a first class risk. He submitted that the letter of February 22nd from the Java China Japan Lijn terminated the contract, and that his client was entitled to bring action against that line for breach of contract. The really important point his Lordship had to decide was whether or not the charterers were entitled to terminate the contract.

The further hearing was adjourned.

## AN ARBITRATION DIFFICULTY.

His Lordship delivered his decision on the question of costs raised in connection with the arbitration in which the Wing On Company and Sander, Wier & Co. were the parties.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. K. Hall Bratton (of Messrs. Brutton & Hett), represented the Wing On Company, and Mr. C. G. Alabaster, instructed by Mr. Jackson (of Messrs. Johnson, Stokes & Master), appeared for Sander, Wier & Co.

His Lordship, in the course of his judgment, said the Wing On firm, in the circumstances detailed in the opinion which he delivered on the case stated by an order against Messrs. Sander, Wier & Co. for their own costs, and of the arbitrators and incidental to the special case, and the supplement thereto, and the argument thereon before the Court. He was of opinion that he had no jurisdiction to order costs originally, and that he had no jurisdiction, apart from any other question, to order them now. As to the question of the costs of this motion he had been much puzzled, but after giving it his best consideration, he had come to the conclusion that in the peculiar circumstances of the case this motion must come within the same principle, that it was an incident of the reference. Therefore he would make no order, but would leave it to be decided by the arbitrators when they deal with the costs of the arbitration. Any order which his Lordship might make might unduly influence the arbitrators in coming to a decision on the question of costs generally, and the normal order would allow immediate taxation, which would not be right.

## THE OWNERSHIP OF SHARES.

Judgment was delivered in an issue in the action, Chan Un Ying v. Chan Yung Shi and Chan Wai Chi, to determine whether Chan Wai Chi, or through him the mortgagees, Ho Man, Chi, was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation now in the possession of J. H. Seth, the receiver in the estate, and as to whether the defendant is entitled to the possession of 12 new shares in the same corporation.

Mr. Eldon Potter, instructed by Mr. C. E. H. Davis (of Messrs. Wilkinson & Grist), appeared for Chan Wai Chi and Ho Man, and Mr. H. E. Pollock, K.C., instructed by Mr. Hind (of Messrs. Brutton & Hett), appeared for Chan Un Ying.

In delivering his decision his Lordship said he had said more than once that he had little sympathy with a Chinese who when he came of age, sought to disturb the family arrangements which had been carried on by the guardians and head of the family in accordance with Chinese custom, to apply to it the more rigorous rules of English law. Still, if it was a case to which English law applied, and the conduct of those in charge of the property was clearly proved to have been contrary to English law, then he must enforce the law. Chan Wai Chi financed the family, and when his advances had reached about \$20,000 Wong Shi transferred these shares to him in payment. Now Chan Wai Chi said he could not be called on to replace these shares in the estate because he was the registered owner of them. Registration was certainly a *prima facie* title against all the world, but in this case there was a superior *prima facie* title—that of the estate, of which the shares formed part. They were transferred to him after the death of the owner, and while he had intermeddled, and could be called upon to justify his title. His Lordship did not require to go into the question as to whether in fact it could be said that the estate owed him the money. He decided on the simple fact that Chan Wai Chi had not proved his title strong enough to prevail against the claim of the estate to the shares, and he (Chan Wai Chi) must therefore put them back into the estate, and he must recover what he had advanced from the people to whom he advanced them. His Lordship decided on the issue that Chan Wai Chi was not entitled to retain the shares, and that he must return them to the estate together with the twelve new shares, receiving the amount he paid for these new shares. The Registrar would report as to the dividends and adjust the account for them and interest on the amount paid.

## THE SHANGHAI DRESSMAKER'S ACTION.

### THE JUDGMENT.

The Chief Justice of H. M. Supreme Court, Shanghai, delivered the following judgment in the case of *La Maison Parisienne v. C. H. Rutherford and Mrs. C. H. Rutherford*, reported in our yesterday's issue:

The *ratio decidendi* in these cases is as to whether the wife is the agent for her husband for the purpose of a particular transaction, which is under consideration. An agency may be presumed; it may be direct. There is no evidence that there is any express agency here; but an agency may in certain cases be presumed, and it is presumed from the station in life which is occupied by a married couple, and from other circumstances, that the wife is the agent for her husband in certain cases.

The bill which is before me is for dress—various articles of dress, and for nothing more. I should presume from the nature of the establishment of the plaintiffs that the other goods supplied were of the same nature. There is nothing to show they were not. Indeed, there has been evidence to show a good many dresses and articles of that kind for her wear included in them. It therefore comes to this that in this case Mrs. Rutherford has spent money during the last five months at the rate of \$750 a year, her husband's income being \$500. It seems to me impossible to come to the conclusion that the husband can possibly have conferred upon her, even by presumption, the authority to spend such a sum in clothes. Then beyond that, we have the further fact that this lady had an income of her own, or, at all events, that she had a sum of money, and that goods belonging to her, part of which was invested and which at all events supposing it has gone now, must have produced some \$500 a year. She had been drawing upon that, and she refused to give any account of it to her husband. Not only that, but these goods were paid for by her with cheques drawn on her own private account at her own bank; and these cheques were given to the shop which collected the monthly payments due to plaintiff's establishment at her house, during such time as her husband was not there. The question to decide in all these cases is one of fact, and for the short reasons which I have given, I have no doubt whatever about it that the husband has given no express authority to pledge his credit, and no such authority can be presumed in the circumstances of the case. There will, therefore, be judgment against the bill as has been proved, and the case will be dismissed with costs as against the first defendant. I do not know how far I am entitled to make any order against the second defendant to pay the first defendant's costs. In the first instance you (the plaintiff) must pay them.

Mr. Douglas asked that he should be allowed to get from Mrs. Rutherford the costs that he would have to pay to Mr. Rutherford.

His Lordship said he did not know whether he could make the order in her absence.

Mr. Douglas said that he could. The only assets they knew of would be situated in the room in the Kailas. There had been some difficulty about writs of execution being issued there.

His Lordship said that immediate execution would issue. If there was any difficulty, any obstruction to the officers of the Court, such obstruction would be at the risk of any persons doing so. He did not imagine they would meet with any.

## RUBBER LITIGATION.

BIG DAMAGES CLAIMED FROM SINGAPORE BROKER.

Before the acting Chief Justice, Sir Archibald Law, in the Supreme Court, at Singapore, last week, the hearing was commenced of an action brought by Mr. Robert Passmore Sibby, an engineer, of Shanghai, to recover from Mr. John Graham Boyd, broker, of Singapore, (1) \$124,315.96 for money payable by the defendant to the plaintiff for money received by defendant for breach of contract; and (2) for \$118,022.23 for the use of plaintiff; and (3) for special damages, which sum \$32,379.95 are for special damages. Mr. B. St. J. Bradell, with whom was Mr. J. G. Campbell, appeared for plaintiff, and Mr. J. Stevens represented defendant.

## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

April 22.

### THE FINANCIAL SCHEME.

As I foreshadowed in my last letter a fortnight ago, the financial scheme emanating from the joint committee of the Senate and the *Burgerschaft* has not met with universal approval.

The proposed increase in the harbour and tonnage dues more especially has called forth energetic protests from all interested in the trade of the port and its shipping. The *Hamburger Beiträge* in an article last week points out how any increase in the charges must necessarily tend to divert the inland traffic to a still greater extent than is already the case to other ports, such as Antwerp, Rotterdam, Copenhagen and Trieste, where the rates are considerably lower than in Hamburg and which are being brought within easier reach of merchants and manufacturers in the interior of the country by the construction of new railways and canals, such, for instance, as the Tansen Railway in Austria.

The opening of this line last year caused, as readers may remember, considerable uneasiness in commercial circles here, it being feared that a large proportion of goods for the East might be henceforth shipped from South Germany and the Rhine via Trieste instead of Hamburg, as the route is shorter and the Austrian Government is offering every facility in order to attract the traffic. The Chamber of Commerce thought the matter of sufficient importance for it to address the Minister of Railways in Berlin on the subject with a view to obtaining a reduction in the railway rates from the interior to this port. So far nothing seems to have come of it, but, as the *Beiträge* rightly observes, it is to be expected that the imperial government will grant preferential rates when they find that the authorities here, instead of endeavouring to lessen the cost of shipping goods, propose to add to them? They are already much in excess of those in the ports named, a regular liner, for instance, discharging, say, 3,800 tons of merchandise in packages and 4,700 tons grain in bulk and loading as return freight some 9,000 tons of different kinds would at the present rates have to pay in Hamburg M.5,086; in Antwerp M.4,035, in Copenhagen M.1,165 and in Trieste M.2,585, besides which there is an extra charge of 10 Pf per 100 kilos landed on or loaded from the quays. No such rate is levied in any of the other towns except in Rotterdam, where, however, it amounts to only one-fifth of what it comes to here. It is not to be wondered at therefore that freights from the Black Sea, India and the River Plate for goods shipped in bulk are as a rule sixpence higher in Hamburg than to the other ports. Moreover, the railway here charges from 10 Pf to 20 Pf per 100 kilos for the use of its dock sidings, whereas in other places the companies deliver the goods on the quay; in Holland they even grant rebates on the carriage to regular shippers.

Another circumstance which places Hamburg at a disadvantage is the want of quay room, owing to which steamers not belonging to the regular lines are frequently obliged to discharge in the river. This is a convenient arrangement in many ways for goods in bulk such as grain, nitrate of soda, &c., intended for transhipment by water to the interior, but for other goods the lighterage is a heavy item, besides in winter, when the river is full of ice, the lighters and barges employed very often in severe weather become icebound, a cause of endless delay and heavy additional expense. It is to be hoped that with the extension of the harbour now going on this practice may be more and more abandoned, but higher quay dues are hardly likely to conduce to it.

The other taxes proposed do not seem to find more favour in the eyes of the public, with the exception perhaps of the additional death duties; the death duties have last year been increased on an imperial tax, of which only a portion goes to the individual States, and the authorities now suggest supplemental rates for the sole benefit of the republic.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for the first three months of the present year again compare favourably with those for the same period in 1910; the total imports to Germany amounting to M.2,555,47,000, against M.2,280,611,000, and the exports from the various ports of the empire to M.2,539,200,000 against M.2,281,151,000. The following are some of the chief items in thousands of marks:—

Imports.	1911	1910
Agricultural produce	1,559,328	1,466,234
Mineral raw materials	179,260	161,538
Wax, Oils and Fats	5,044	4,396
Chemical and Pharmaceutical products	93,853	98,096
Animal and Vegetable	209,495	220,671
Spinning material	36,654	42,691
Leather and leather goods	7,138	6,396
Indian rubber goods	6,883	5,239
Paper, Cardboard and stationery	10,896	9,836
Books, paintings, engravings, &c.	12,230	10,901
Stone earthenware and glass	66,110	96,951
Iron and steel	111,440	110,822
Machinery and electro-technical articles	19,282	21,631

Exports.	1911	1910
Agricultural produce	375,512	347,408
Mineral raw materials	148,358	120,521
Wax, Oils and Fats	10,327	9,209
Chemical and pharmaceutical products	192,884	169,673
Animal and vegetable spinning material	353,611	327,654
Leather and leather goods	95,261	102,951
Indian rubber goods	13,811	12,143
Paper, Cardboard and stationery	54,219	49,436
Books, paintings, engravings, &c.	22,147	22,129
Stone earthenware and glass	45,829	42,973
Precious metals, jewelry, &c.	25,824	67,636
Other metals and metal manufactures	322,727	274,794
Machinery and electro-technical articles	215,516	172,317

The cultivation of cotton in Russia is steadily increasing; the area planted in Donetsks amounted to 299,392 in 1910 against 201,601 in 1909; in the Forghana district, to 29,335 against 26,435; in that of the Syr-Darya, to 22,143 against 18,577; in Samarkand, and to 28,343 against 26,168 in the trans-Caspian territories. The yield in pounds was in Forghana 20,673,143 against 11,421,608; in Syr-Darya 1,301,226 against 1,218,420; in Samarkand 933,350 against 725,468 and in the trans-Caspian territories 2,580,884 against 1,390,268. The Russian Government, fully recognizing its importance for the spinning industry of the country, is granting every encouragement to the extension of the cultivation of the fibre.

## COMPANY REPORT.

PEAK TRAMWAYS COMPANY, LIMITED.

The Report of the Directors for the year ending 30th April, 1911, reads: Gentlemen,—The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 30th April, 1911.

The Net Profit for the twelve months, after deducting Directors' fees and General Managers' remuneration and providing for losses on subsidiary accounts, amounts to

To which has to be added The balance brought forward from last account

Making available for appropriation \$35,833.80

The Directors recommend that a Dividend at the rate of 8 per cent. per annum be paid to Shareholders, amounting 240,000.00, that \$100,000.00 be written off Permanent Way and Concession (new line) Account, and that the balance of \$1,833.80 be carried to a new Profit and Loss Account.

Mr. Simon A. Levy and Hon. Mr. Henry Keswick having resigned, Mr. C. S. Gubbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sir Horamuge Mody, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

Mr. Simon A. Levy and Hon. Mr. Henry Keswick having resigned, Mr. C. S. Gubbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sir Horamuge Mody, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

The Accounts have been audited by Messrs. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

HENRY HUMPHREYS, Chairman.

Hongkong 15th May, 1911.

To Cash and Stores	\$ 11,995.47
To Charges	3,426.67
To Maintenance and Repairs	10,185.20
To Rat e, Crown Rent and Fire Insurance	1,193.86
To Salaries and Wages	24,910.99
To Mortgage Interest on R.B. Lot 80	2,029.92
To Allowance to General Managers to cover office Rent and Clerks' Salaries	6,000.00
To Directors' Fees	\$2,500.00
To Remuneration to General Managers, 5 per cent. on gross earnings	5,003.25
To Balance	7,503.25
	\$32,819.32

By Traffic Receipts (after deducting loss on subsidiary coins)	\$96,957.58
By Advertisement Rents	301.40
By Rent Account	315.00
By Interest	2,471.60
By Transfer Fees	19.50
	\$100,065.08

By Traffic Receipts (after deducting loss on subsidiary coins) \$96,957.58

By Advertisement Rents 301.40

By Rent Account 315.00

By Interest 2,471.60

By Transfer Fees 19.50

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By Advertisement Rents 301.40

By Rent Account 315.00

By Interest 2,471.60

By Transfer Fees 19.50

## INTIMATIONS

IT PAYS YOU TO BUY THIS WHISKY.

M.P.

Whisky is good, so good that the demand for it is steadily and rapidly increasing—after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

M.P.

It contains a Free Passage Coupon to Scotland in every case.

SAMPLES ON APPLICATION:

H. RUTTONJEE & SON,

WINE AND SPIRIT MERCHANTS.

</







## NOTICES TO CONSIGNEES

FROM EUROPE.

## THE H.A.L. Chartered Steamship

"SOBERNIK,"  
Captain Schardow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.  
HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 15th May, 1911. [704]

## SHIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

## THE Steamship

"BRECONSHIRE,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
Agents,  
Hongkong, 15th May, 1911. [703]

FROM EUROPE.

## THE H.A.L. Steamship

"SCANDIA,"  
Captain Kniesel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.  
This Steamer brings on Cargo:  
Ex "Guadiana" from Seabul.  
HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 15th May, 1911. [712]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Underwriter.  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 15th May, 1911. [711]

MITSU BISHI GOSHI KWAISHA  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

\*SOLE PROPRIETORS OF TAKASIMA,  
OGHI, MUTARE, YOSHINOTANI,  
HOJO, KANAZAWA, NAKAMURA, SAKO,  
SHINKEI and KAMITAMADA.  
Collaboration.

SOLE AGENTS FOR  
KISHITAKE COAL.  
HEAD OFFICE:—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES:—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed., Western Union.  
AGENTS:—  
YOKOHAMA: M. ARADA, Esq.  
CHINKANG: Messrs. GRADING & Co.  
MANILA: Messrs. MACDONALD & Co.  
SINGAPORE: Messrs. BORNEO Co., Ltd.

For Particulars, apply to  
Y. SHIBUYA,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 12th May, 1911. [636]



## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF  
IMITATIONS.SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS.PLASMON  
COCOA

"A Delicious Beverage of much  
greater nutritive value than  
ordinary Cocoa."

—British Medical Journal.

PLASMON IS USED BY THE ROYAL FAMILY.

Plasmon, Ltd., London, Eng.

## STOMALIX

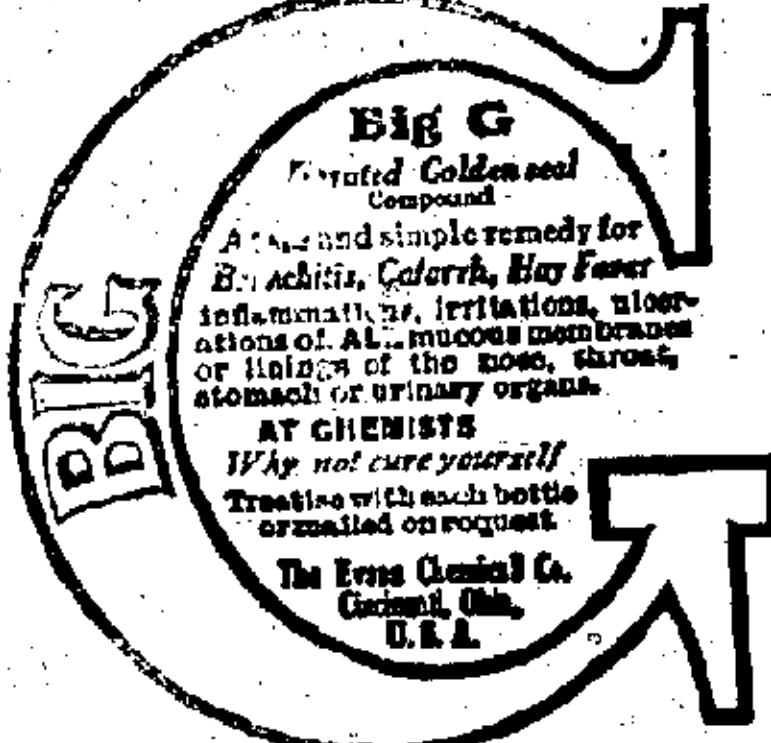
Sole de Carles. Cures Dyspepsia and 90 per  
cent. of Diseases of the Stomach and Intestines,  
acid and indigestion.  
Distributing Agents:  
FRANCIS NEWBURY & SONS, Ltd., London, Eng.

## APENTA

Natural Aperient Water

For use by

THE BILIOUS,  
THE GOUTY,  
THE CONSTIPATED,  
and  
THE OBESE.

DOSE:—A Wineglassful before  
Breakfast.

## APIOLINE

(CHAPOTEAUT)



## LADIES

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
Tansy, steel Drops and Penny royal.  
CHAPOTEAUT, 8, rue Vivienne, Paris.  
Sold by A. Chemists.

## WOMAN'S VANISHED SPHERE.

[BY OLIVE SCHREINER.]

Whatever the result of the changes of modern civilization may be with regard to the male, he certainly cannot complain that they have as a whole robbed him of his fields of labour, diminished his share in the conduct of life, or reduced him to a condition of morbid inactivity.

In our woman's field of labour matters have tended to shape themselves wholly otherwise. The changes which have taken place during the last centuries, and which we sum up under the compendious term "modern civilization," have tended to rob woman not merely in part but almost wholly, of the more valuable of her ancient domains of productive and social labour; and, where there has not been a determined and conscious resistance on her part, have nowhere spontaneously tended to open out to her new and compensatory fields.

It is this fact that constitutes our modern "Woman's Labour Problem."

Our spinning-wheels are all broken; in a thousand huge buildings steam-driven looms, guided by a few hundred thousands of hands (often those of men), produce the clothings of half the world; and we dare no longer say, proudly, as of old, that we alone clothe our peoples.

Our looms and our gristmills passed from us long ago, when the ploughman and the miller took our place; but for a time we kept fast possession of the kneading-trough and the brewing-vat. To-day steam often shapes our bread, and the loaves are set down at our very doors by a man-driven motor-car. The history of our household drunks we know no longer; we merely see them set before us at our tables. Day by day machine-prepared and factory-produced viands take a larger and larger place in the dietary of rich and poor, till the working man's wife places before her household little that is of her own preparation: while among the wealthier classes, so far as domestic change goes, men are not unfrequently found labouring in our houses and kitchens, and even standing behind our chairs ready to do all but actually place the morsels of food between our feminine lips.

In every direction the ancient saw, that it was exclusively the woman's sphere to prepare the viands for her household, has become, in proportion as civilization has perfected itself, an antiquated lie.

Even the minor domestic operations are tending to pass out of the circle of woman's labour. In modern cities the carpets are beaten, our windows cleaned, our floors polished, by machinery, or extra domestic, and often male labour. Year by year, day by day, there is a silently working but determined tendency for the sphere of woman's domestic labour to contract itself; and the contraction is marked exactly in proportion as that complex condition which we term "modern civilization" is advanced.

It manifests itself more in England and America than in Italy and Spain, more in great cities than in country places, more among the wealthier classes than the poorer, and is an unfailing indication of advancing modern civilization.

But it is not only, nor even mainly, in the sphere of woman's material domestic labours that change has touched her and shrunk her ancient field of labour.

Time was when the woman kept her children about her knees till adult years were reached; then was the training and influence which shaped them. From the moment when the infant first lay on her breast, till her daughters left her for marriage and her sons went to take shares in man's labour, they were continually under the mother's influence. To-day, so complex have become even the technical and simpler branches of education, so mighty and inexorable are the demands which modern civilization makes for specialized instruction and training for all individuals who are to survive and retain their usefulness under modern conditions, that from the earliest years of its life, the child is of necessity largely removed from the hands of the mother, and placed in those of the specialized instructor. So marked has this change in woman's ancient field of labour become that a woman of almost any class may have borne many children and yet in early middle age be found sitting alone in an empty house, all her training gone from her to receive training and instruction at the hands of others.

The ancient statement that the training and education of her offspring is exclusively the duty of the mother, however true it may have been with regard to a remote past, has become an absolute mis-statement; and the woman who should at the present day insist on entirely educating her own offspring would, in nine cases out of ten, inflict an irreparable injury on them, because she is incompetent.

But, if possible, yet more deeply and radically have the changes of modern civilization touched our ancient field of labour in another direction—in that very portion of the field of human labour which is peculiarly and organically ours, and which can never be wholly taken from us. Here the shrinkage has been larger than in any other direction, and touches us women more vitally.

Time was, and still is among almost all primitive and savage folk, when the first and all-important duty of the female of the society was to bear to man, and to bear unceasingly! On her adequate and persistent performance of this passive form of labour, and on her successful feeding of her young from her own breast and rearing it, depended not merely the welfare but often the very existence of her tribe or nation. Where, as is the case among almost all barbarous peoples, the rate of infant mortality is high; where the unceasing casualties resulting from war, the chase, and acts of personal violence tend continually to reduce the number of adult males; where surgical knowledge being still in its infancy, most wounds are fatal; where, above all, recurrent pestilence and famine, unfailing if of irregular recurrence, decimate the people, it has been all-important that woman should employ her creative power to its very utmost limits if the race were not at once to dwindle and die out.

"May thy wife's womb never cease from bearing" is still to-day the highest expression of goodwill on the part of a native African chief to his departing guest. Incessant and persistent child-bearing is the highest duty and the most socially esteemed occupation of the primitive woman, equalling fully in social importance the labour of the man as hunter and warrior.

Even under these conditions of civilization which have existed in the centuries which divide primitive savagery from high civilization the demand for children, unbroken child-bearing on the part of the woman as her loftiest social duty has generally been hardly less imperative. Twenty men had to be born, fed at the breast, and reared by women to perform the crude brute labour which is performed to-day by one small well-adjusted steam crane; and the demand for large masses of human creatures as mere reservoirs of motor force for accomplishing the simplest processes was imperative. So strong

[An abridgement of part of the first chapter of "Woman and Labour." Published by T. Fisher Unwin.]

indeed, was the consciousness of the importance to society of continuous child-bearing, the part of woman, that, as late as the middle of the sixteenth century Martin Luther wrote: "If a woman becomes weary or at last dead from bearing, that matters not; and he doubtless gave expression, in a crude and somewhat brutal form, to a conviction common to the bulk of his contemporaries both male and female.

To-day this condition has almost completely reversed itself. The advance of science and the amelioration of the physical conditions of life tend rapidly toward a diminution of human mortality, while yet more seriously has the demand for woman's labour as child-bearer been diminished by change in another direction.

Every mechanical invention which lessens the necessity for rough, untrained, muscular, human labour diminishes also the social demand upon woman as the producer in large masses of such labourers. Already throughout the modern civilized world we have reached a point at which the social demand is not in the least for human creatures in bulk for use as beasts of burden, but rather, and only, for such human creatures as shall be so trained and cultured as to be fitted for the performance of the more complex duties of modern life. Not now, merely for many men, but rather for few men, and those few well-born and well-instructed is the modern demand. It is certain that the time is now rapidly approaching when child-bearing will be regarded rather as a lofty privilege, permissible only to those who have shown their power rightly to train and provide for their offspring, than a labour which in itself, and under whatever conditions performed, is beneficial to society.

Thus it has come to pass that vast numbers of us are, by modern social conditions, prohibited from child-bearing at all; and that even those among us who are child-bearers are required, in proportion as the class or race to which we belong stands high in the scale of civilization, to produce in most cases, a limited number of offspring; so that even for those of us, child-bearing and suckling, instead of filling the entire circle of female life from the first appearance of puberty to the end of middle age, becomes an episodic occupation, employing from three or four to ten or twenty of the three-score-and-ten years which are allotted to human life. In such societies the statement, "so profoundly true when made with regard to most savage societies, and even largely true with regard to those in the intermediate stages of civilization) that the main and continuous occupation of all women from puberty to age is the bearing and suckling of children, and that this occupation must fully satisfy all her needs for social labour and activity, becomes an antiquated and namaged mis-statement.

Looking round, then, with the utmost impartiality we can command on the entire field of woman's ancient and traditional labours, we find that fully three-fourths of it have shrunk away for ever, and that the remaining fourth still tends to shrink.

It is this great fact, so often and so completely overlooked, which lies at the propelling force behind that vast and restless "Woman's Movement" which marks our day. It is this fact, whether clearly and intellectually grasped, or as is more often the case, vaguely and painfully felt, which awakes in the hearts of the best modern European women their passionate, and at times it would seem almost incoherent, cry for new forms of labour and new fields for the exercise of their powers.

Thrown into strict logical form our demand is this: We do not ask that the wheels of time should reverse themselves, or the stream of life roll backward. We do not ask that our ancient spinning-wheels be again resuscitated and placed on our hands; we do not demand that our old gristmills and our old water-mills be again set to work; we do not demand that our ancient province of war and the chase, leaving to us all domestic and civil labour. We do not even demand that society shall immediately so reconstruct itself that every woman may be again a child-bearer (deep and over-mastering as lies the hunger of motherhood in every virile woman's heart); neither do we demand that the children whom we bear do again be put exclusively into our hands to be trained. This we know cannot be. The past material conditions of life have gone for ever; no will of man can recall them; but this is our demand: We demand that in that strange new world that is arising alike upon the man and the woman, where nothing is as it was and all things are assuming new shapes and relations, that in this new world we also shall have our share of honoured and socially useful human toil, our full share of the labour of the Children of Woman. We demand nothing more than this, and will take nothing less. This is our "Woman's Right!"

## THREE MEN IN A BOAT.

THE TALE OF AN ADVENTUROUS VOYAGE TO BATAVIA.

Open boat adventures in these seas are not of common occurrence, or, if they are, they seldom reach the stage of newspaper publicity. It is therefore with some interest that we relate the following.—Mr. A. van der Poorten, a gentleman who owns property on the south coast of Java, recently brought out from England a 30 foot motor boat for service on the connection and essayed to take the small craft down to Batavia under its own power. It has an 18 h.p. engine. The party, consisting of the owner, an engineer, friend and native seaman, weighed anchor from Singapore one fine morning some weeks back, when all was calm and bright; so much so that at five o'clock the next morning the boat had gone 104 miles, right beyond Rho. Then came the catastrophe—the engine jibbed and no amount of physical or any other sort of persuasion would make it do another revolution. A small tug-boat was therefore hoisted, and some slow progress was made to the nearest land, which appeared most likely to afford succour, but, perhaps, the possibility of a tow by a passing steamer. After a painfully slow trip the land was reached, but no help was forthcoming, and a course was made for Yuntok under sail. The fate was not kind, however, for the little craft was carried this way and that by currents; at one spot the boat was carried into breakers on a rock-bound coast and the crew had a hard job to keep her from getting stove in. Eventually, the party got into touch with a Dutch Government official who towed them with his launch to where they were able to get a small Chinese steamer for Singapore and they duly reached this port with their boat—and with a considerable quantity of experience. They were away altogether three weeks, and though none of them suffered from the trip, they are not keen on making a second attempt. For this reason, the craft will be shipped down to Batavia on Saturday next by a Dutch steamer.—*Straits Times.*

## "WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "SPORTSMAN," reproduced in book form.  
PRICE ONE DOLLAR.  
Hongkong, 23rd October, 1910.

## BOVRIL



## "Montserrat"

LIME JUICE

is a drink with an interesting flavour; it is a pure natural product—not a chemical concoction.

Fresh ripe cultivated limes are alone used in the manufacture of  
"MONTSERRAT"  
LIME JUICE.

SUPPLIED IN TWO FORMS—  
Unsweetened, i.e., Plain Lime Juice.  
Sweetened, i.e., Lime Juice Cordial.



## JOHN ROBERTS &amp; CO., LD.,

BILLIARD TABLE MAKERS,  
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipplecord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes, with lever for levelling, complete with the following accessories:—

- 12 Selected Ash Cues.
- 1 Best Rest with Patent Brass Head.
- 1 Billiard Rest with Patent Brass Head.
- 1 Long Butt.
- 1 Mid Butt.
- 1 Billiard Marking Board.
- 1 Dust Cover for Table.
- 1 Straightedge and 1 Circle.
- 1 Best Spirit Level.
- 1 Smoothing Iron with Shoe.

- 1 Wall Cue Rack.
- 1 Wall Butt Rack.
- 1 Set Billiard Rules, Framed.
- 1 Best Billiard Brush.
- 1 Set "Crystalate" or "Bonzoline" Bill. Bal.
- 1 Box Best Cue Tips, assorted.
- 1 Cue Tip Fastener with File.
- 1 Bottle Cue Cement.
- 1 Box Silk Spots.
- 2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.  
Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Office of this paper.

[1134-1]

## DENTISTRY

DR. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the  
University of Pennsylvania, U.S.A.  
Telephone 126  
Hongkong, 27th January, 1910. [408]

## SIEN TING

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.  
Hongkong, 1st September, 1905. [478]

## NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 888G. at \$6, \$7 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; Co.

Hongkong, 26th October, 1906. [608]

## SELF CURE NO. 1

NO. 1. A NEW FRENCH REMEDY.  
THERAPION NO. 1  
is a remarkably short time, often a few days only,  
Cures blood poison, bad legs, ulcers, sore throat,  
swollen joints, &c. when medicinal treatment fails.

## THERAPION NO. 2

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 3

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 4

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 5

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 6

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 7

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 8

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

## THERAPION NO. 9

Cures chronic weakness, lost vigor and vital force,  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free \$2 from  
The Le Clerc Medicine Co., Haverstock Rd., Hamp-  
stead, London, Eng. Try New Druggo (Tasteful)  
Form of Therapion, say to your dealer, (lasted cure,  
Trade Marked word "THERAPION" is on  
Bottle-Glass Stamp and on every genuine product.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT

This vat was started by the late Robert Thorne  
of Greenock and has been sold as No. 4 since 1851.

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA &amp; MANILA

A. S. WATSON &amp; Co., LTD.

[555]

## THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90  
cents a dozen Syphons. Anyone can do it.  
Failure is impossible. And you can save  
50 per cent. by making your own Mineral  
Waters at home with the

## "PRANA"

SPARKLET SYPHON,

which lasts a lifetime and  
can be purchased from any  
Chemist or Store.

PRICE—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE—

SYPHONS per doz \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 &amp; 248, Des Voeux Road, Central,

HONGKONG.

行發總

司公限有行生廣港香















# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins	11 A.M., 17th May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	POONA Capt. A. F. Vine, R.N.R.	About 19th May	Freight only.
SHANGHAI	DELHI Capt. H. S. Bradshaw	About 25th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 27th May	See Special Advertisements.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. H. Le Mare	About 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	NUBIA Capt. F. J. Fox	About 1st June	Freight and Passage.

For Further Particulars apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 17th May, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"KIUKIANG"	On 17th May, 4 P.M.
HONGKONG and HAIPHONG	"SINGAN"	On 18th May, 9 A.M.
SHANGHAI	"LUCHOW"	On 18th May, 4 P.M.
TIENTSIN	"HUICHOW"	On 20th May, 4 P.M.
MANILA, CEBU and LOILO	"TEAN"	On 23rd May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSPITALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING". Saloon accommodation Ample. Electric Fans fitted. Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAI", "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 45 SINGLE and 90 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.  
[10]

Hongkong, 17th May, 1911.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"SAICHING"	Capt. W. C. Passmore	FRIDAY, 19th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd May, at 11 A.M.
"HAIYAN"	Capt. J. S. Bosch	FRIDAY, 26th May, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 17th May, at 11 A.M.
		SUNDAY, 21st May, at 10 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS

Hongkong, 17th May, 1911.

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

FOR	STEAMERS	TO SAIL
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SACHSEN	25th May
FOR MARSEILLES, HAVRE & HAMBURG	S.S. BAYERN	25th May
FOR ROTTERDAM & HAMBURG	S.S. ARCADIA	1st June
FOR HAVRE, BREMEN & HAMBURG	S.S. FREIENFELS	9th June
FOR MARSEILLES, HAVRE & HAMBURG	S.S. SCANDIA	23rd June
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SITHONIA	26th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th May, 1911.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN via WEIHAIWEI	"CHITPEING"	Friday, 19th May, Noon.
MANILA	"LOONGSANG"	Friday, 20th May, 2 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Sunday, 21st May, D'Light.
SHANGHAI, MOJI and KOBE	"FOOKSANG"	Monday, 29th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Cheloo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.  
[15]

Hongkong, 17th May, 1911.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000.	WEDNESDAY, 24th May, at Daylight
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 7th June, at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 21st June, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 20th May, from Kobe
	AWA MARU Capt. Itasawa	7,000	TUESDAY, 23rd May, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tominaga	7,000	TUESDAY, 20th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 2nd June, at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
KOBE and YOKOHAMA	CEYLON MARU Capt. Fred. Pyne	6,000	WEDNESDAY, 24th May
BOMBAY via SINGAPORE, and COLOMBO	HITACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 25th May, at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	TOSA MARU Capt. H. Namura	6,000	TUESDAY, 30th May
	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 7th June, at Noon

S Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

14-40]

# U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SUNDAY, 23rd May, at NOON.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

\* Twin Screws.  
All Steamers are Equipped with Wireless Telegraphy.  
THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, SUNDAY, 28th May, at Noon.  
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.  
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.
		FRIDAY, 7th July, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.  
SALOON SERVICE is furnished at Intermediate Rates.  
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports \$43.  
HONGKONG TO SAN FRANCISCO via New York " " \$25.  
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, 1 P.M.

\* Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.  
THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

## SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO),  
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

## FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0 Single
" NEW YORK	£ 60-0-0 "
" LONDON	£ 71-10-0 "
" SALINA CRUZ or MANZANILLO	£ 120-0-0 Return 6 Months
" VALPARAISO	£ 125-0-0 " 24 "
	Yen. 420.00, Single
	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—  
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call. TO ALL PORTS:—Missionaries and their families.  
(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.  
"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.  
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WEDNESDAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 17th May, at 10 A.M.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 21st May, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 24th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

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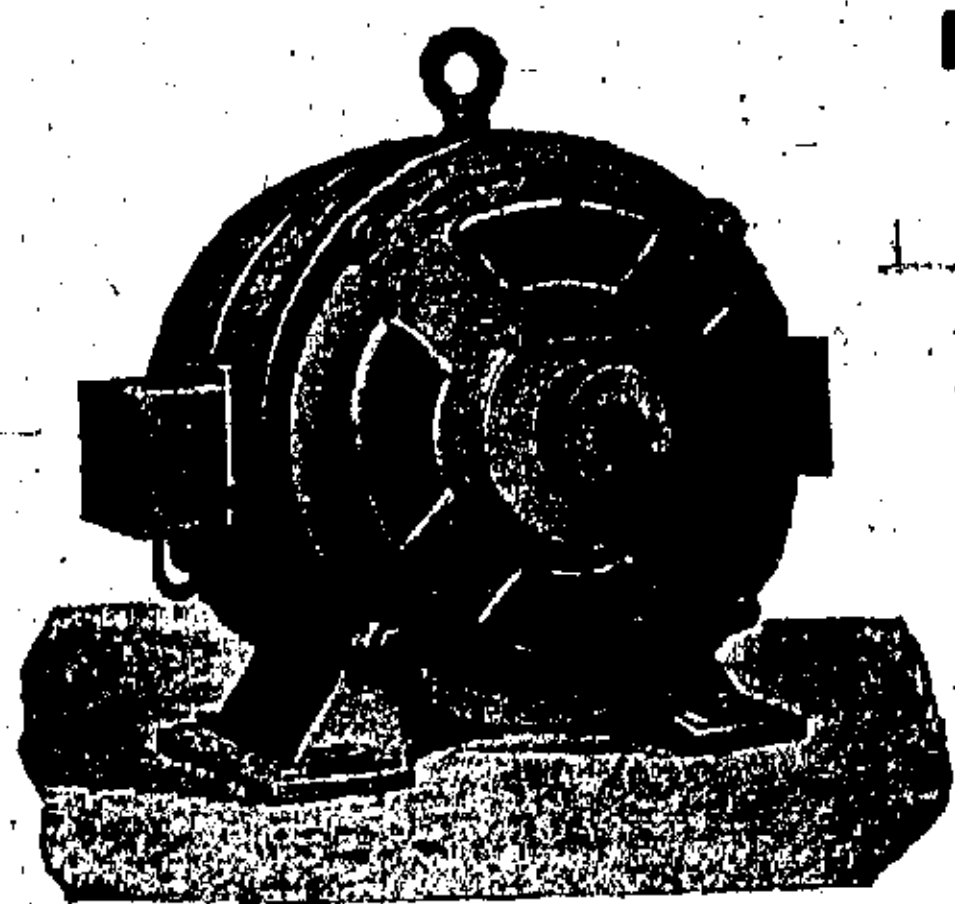
"The Beer That's Brewed to Suit The Climate"

O. B.

BEER.

"Just Try It"





# Titan

ELEKTIZITÄTS  
ACTIENGESellschaft

## BERGERHOF RHLD.

ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRIC GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. [3-6]

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MANUFACTURERS OF

ALL KINDS OF

## MACHINES AND PRESSES

FOR  
PRINTING AND  
BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. [4-7]

### COMMERCIAL.

#### EXCHANGE

#### CLOSING QUOTATIONS.

May 16th

ON LONDON:	
Telegraphic Transfer	1/94
Bank Bills, on demand	1/94
Bank Bills, at 30 days sight	1/94
Bank Bills, at 4 months sight	1/94
Credit, at 4 months sight	1/104
Documentary Bills 4 months sight	1/104
ON PARIS:	
Bank Bills, on demand	230
Credit, at 4 months sight	234
ON GERMANY:	
On demand	186
ON NEW YORK:	
Bank Bills, on demand	44
Credit, at 60 days sight	45
ON HONGKONG:	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI:	
Bank, at sight	74
Private, 30 days sight	75
ON YOKOHAMA:	
On demand	83
ON MANILA:	
On demand	82
ON SINGAPORE:	
On demand	77
ON HATYAI:	
On demand	109
ON HAIPHONG:	
On demand	13
ON SAIGON:	
On demand	1
ON BANGKOK:	
On demand	84
SOVEREIGNS, Bank's Buying Rate	\$10.95
GOLD LEAF, 100 fine, per tael	\$57.00
BAR SILVER, per oz.	\$27.10

#### SUBSIDIARY COINS.

Chinese	20 cents pieces	37.02 discount
Chinese	10 "	37.30 "
Hongkong	20 "	36.85 "
Hongkong	10 "	37.18 "

## THE CIGARETTES OF DISTINCTION

# Bouton Rouge and Felucca

A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



# H O E H L

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.The *Derflinger*, with the German Mail of the 19th ult., left Singapore on Saturday, the  
13th inst., at 9 a.m., and may be expected here to-day at 2 p.m.The *Chinkua*, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Swatow, Amoy and Ningbo	Sosho Maru	Wednesday, 17th, 9.00 A.M.
Swatow and Bangkok	Quinda	Wednesday, 17th, 9.00 A.M.
Amoy	Hong Wan I	Wednesday, 17th, 9.00 A.M.
Swatow	Hurwan	Wednesday, 17th, 10.00 A.M.
Singapore, Penang and Colombo	Sicil a	Wednesday, 17th, 10.00 A.M.
Port Bayard	Suicheong	Wednesday, 17th, 1.00 P.M.
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
Singapore, Penang and Colombo	Flintshire	Wednesday, 17th, 2.00 P.M.
Kuching, Kobe, Yokohama, Victoria	Titan	Wednesday, 17th, 2.00 P.M.
Taormina, Vancouver and Seattle	Kintiang	Wednesday, 17th, 3.00 P.M.
Amoy and Shanghai	Shinshu Maru	Wednesday, 17th, 3.00 P.M.
Saigon	Helene	Wednesday, 17th, 5.00 P.M.
Swatow		
Holow and Haiphong	Singon	Thursday, 18th, 8.00 A.M.
Holow and Haiphong	Carl Diederichsen	Thursday, 18th, 8.00 A.M.
Shanghai, Yokohama and Kobe	E. F. Ferdinand	Thursday, 18th, 11.00 A.M.
Macao		Thursday, 18th, 1.15 P.M.
Shanghai	Luchow	Thursday, 18th, 3.00 P.M.
Swatow, Amoy and Fochow	Heichow	Friday, 19th, 10.00 A.M.
Weihaiwei and Tientsin	Chipshing	Friday, 19th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
SHIMIZU, YOKOHAMA, HONOLULU AND  
SAN FRANCISCOKoror, Yap, Ulai, Saipan, Truk, Ponape,  
Kusaie, Jaluit, Nauru, Rabaul, Sydney,  
Hobart, Launceston, New Zealand, Dunedin,  
Melbourne, Adelaide, Perth and Fremantle,  
Manila, Cebu, Iloilo, Yon, Angaur, Friedrich  
Wilhelmshafen, Ralau, Herberthöhe,  
Matupi, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Dunedin, Mel-  
bourne, Adelaide, Perth and Fremantle,  
Batavia, Cheribon, Samarang and Sourabaya  
Manila, Cebu and IloiloSHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
VICTORIA AND VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPENingbo and Shanghai  
Swatow  
Swatow, Amoy and FochowEUROPE, & C. INDIA VIA TUTUCORIN.  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)Manila, Cebu and Iloilo  
Keelung, Shanghai, Mei, Kobe, Yokohama,  
Victoria B.C. and Seattle  
Singapore, Penang and Colombo  
EUROPE, & C. INDIA VIA TUTUCORIN  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)  
The Parcel mail will be closed Friday  
the 26th inst. at 5 p.m.

### SHARE LIST—QUOTATIONS. HONGKONG, MAY 16th, 1911.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$59, sellers
National Bank of China, Limited	99,925	27	26	\$59, buyers
China Bank Company, Limited	50,000	12	all	\$9.
China Light and Power Company, Limited	50,000	25	all	\$1.10, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	10	all	\$7.
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 48.
Legat Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Sui Choo Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 2.1.
Dairy Farm Company, Limited	40,000	\$7	56	\$2.2.
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55.
New Amoy Dock Co., Limited	10,000	\$63	all	\$72, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 79, sales
Fenwick & Co., Limited	18,000	\$25	all	\$5, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$3, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$19, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$212
Hongkong Hotel Company, Limited	12,000	\$50	all	\$25, buyers
Manila Metropole Hotel Limited	8,000	P. 10	all	\$11.
Hongkong Ice Company, Limited	60,000	\$25	all	\$185.
Hongkong Ropes Manufacturing Co., Limited	60,000	\$10	all	\$162, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$72, buyers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$325, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 157, r.d.
Union Insurance Society, Limited	12,400	\$250	\$100	\$315.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$190, buyers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$95, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$64, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
<b>Mining.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fes. 250	all	\$700.
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.30.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luzon Sugar Refining Co., Limited	20,000	\$100	all	\$98, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	7,000	\$25	all	\$20.
Douglas Steamship Co., Limited	30,000	\$25	all	\$10, sales & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	20,000	\$50	all	\$19.
Indo-China Steam Navigation Co., Ltd.	80,000	\$15	all	\$234, buyers
Shell Transport & Trading Co., Limited	60,000 pref.	\$5	all	\$67, bu. L. don.
Star Ferry Company, Limited	60,000 def.	\$1	all	\$8, buyers
South China Morning Post, Limited	2,500,000	\$1	all	\$26, buyers
Steam Laundry Company, Limited	10,000	\$10	\$5	\$16.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	5,000	\$25	all	\$44, sellers
Wm. Powell, Limited	20,000	\$5	all	\$9, buyers
Watkins, Limited	15,000	\$7	all	\$3.10, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$3, sellers
Waisanup, Limited	10,000	\$10	all	\$82, buyers
H. Price & Co., Ltd.	3,000	\$10	all	\$12, buyers
United Asiatic Oriental Agency, Limited	15,000	\$10	all	\$12, x div. buy.
Union Waterboat Co., Limited	9,900 ordy.	\$10	\$4	\$10, sellers
	100 fliers	\$10	all	\$300.
	50,000	\$11	all	\$62, buyers

### RUBBER.

Para Rubber in London	...	...	...	4/9 per lb., steady.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7½ p. annum	Par.

VERNON & SMYTH, Share-Brokers.

### WILLIAM C. JACK & CO., LTD.

#### SOLE AGENTS FOR THE IDEAL LIGHT.

#### THE OSRAM LAMP

#### WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.

IT BURNS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach of all.

IT PAYS FOR ITSELF in about 150 hours on account of its great current-saving properties.

THE 15 WATT (app. 16 H.C.P.) OSRAM LAMP GIVES 20 HOURS LIGHT FOR ONE PENNY.

THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP GIVES 25 HOURS LIGHT for the consumption of one unit of current.

THE OSRAM LAMP has an average life of over 2,000 hours, and during the whole of that period its initial op. is practically undiminished.

IT CONSUMES only approximately 1 watt per hour, compared with 4 watts consumed by a carbide lamp.

SEE THE WORD "OSRAM" IN ON EVERY BULB.

#### THE OSRAM LAMP

#### WHAT IT DOES NOT

IT DOES NOT deteriorate in light even after 2,000 hours' burning.

IT DOES NOT, although its initial cost is more, prove as expensive as an ordinary CARBON LAMP, for it lasts four times as long, and consumes one-quarter the current ALL THE TIME.

IT DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lampholders.

THE OSRAM LAMP DOES NOT BLACKEN.

IT DOES NOT GET HOT. The Osram Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. This, added to its other advantages, makes it the ideal Lamp for private houses.

THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain.

SEE THE WORD "O-RAM" (Patent G.E.C. nothing more) IS ON EVERY BULB.

## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above  
Company is its

# Milkmaid

## Milk

GUARANTEED  
FULL CREAM.LARGEST SALE  
IN THE  
WORLD.

# STERILIZED NATURAL MILK.

A trial of which will satisfy you of its  
EXCELLENCE.PRICE:  
20 Cents Per Tin.  
\$2.50 Per Doz. Tins.  
\$9.00 Per Case of 4 Doz. Tins.ON SALE AT—  
LANE, CRAWFORD & Co.  
KWAN TEE, Queen's Road Central.  
CHEONG TEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Canton Road.

OBTAINABLE FROM

## H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,  
HONGKONG.

### TO-DAY

9 P.M.—"The Follies" at Theatre Royal.

### FORTHCOMING EVENTS.

Saturday, 20th May—Ordinary Annual General Meeting of Peak Tramways Co., Ltd., at Hongkong Hotel, 11.30 A.M.

Saturday, 20th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

### ON SALE.

#### A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

#### FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (FROM 1900), and other Useful Information.

FAVOR: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Bookellers.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

### OPIUM.

#### —10—

May 16th.

Quotations are:—	
Malwa New	\$2,250/2,300 per picul
Malwa Old	\$2,320/2,350 "
Malwa Older	\$2,370/2,390 "
Malwa V. Old	\$2,420/2,450 "
Persian fine quality	\$1,125 "
Persian extra fine	\$2,025 "
Patas Old	\$2,375 per chest.
Banaras New	\$2,375 "
Banaras Old	\$2,325 "

## VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price ... .. \$1.75

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Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALES,  
Messrs. BREWER & Co.,  
Canton: Messrs. A. S. WATSON & Co.